CITY OF NORMAN, OKLAHOMA

CITY COUNCIL COMMUNITY PLANNING AND TRANSPORTATION COMMITTEE AGENDA

Municipal Building Multi-Purpose Room
201 West Gray

Monday, March 11, 2013

5:30 P.M.

1. **CART RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE.**

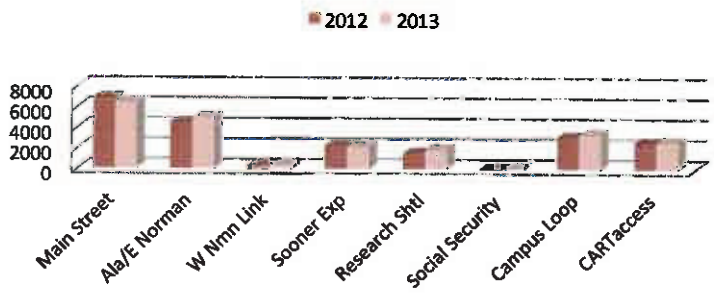
2. **CONTINUED DISCUSSION REGARDING A DRAFT ORDINANCE ESTABLISHING A HIGH DENSITY RESIDENTIAL ZONING DISTRICT.**

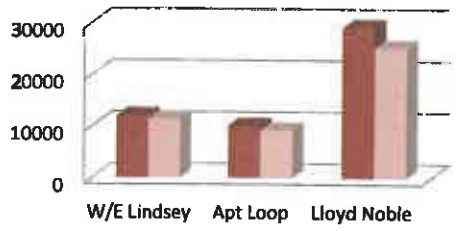
3. **MISCELLANEOUS DISCUSSION.**

ITEM 1

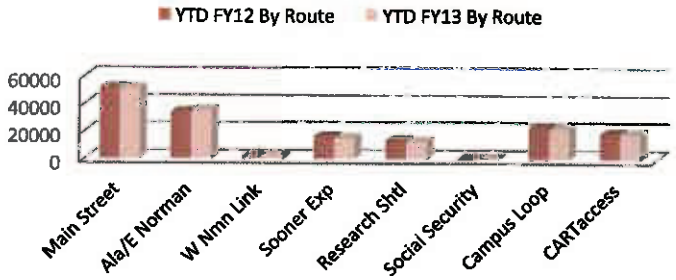
CART RIDERSHIP REPORT

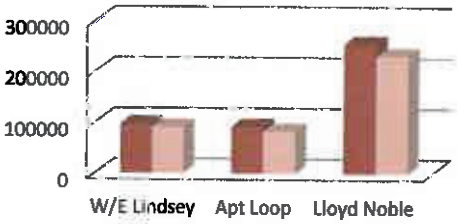
January Ridership by Route





Year-to-Date Ridership by Route

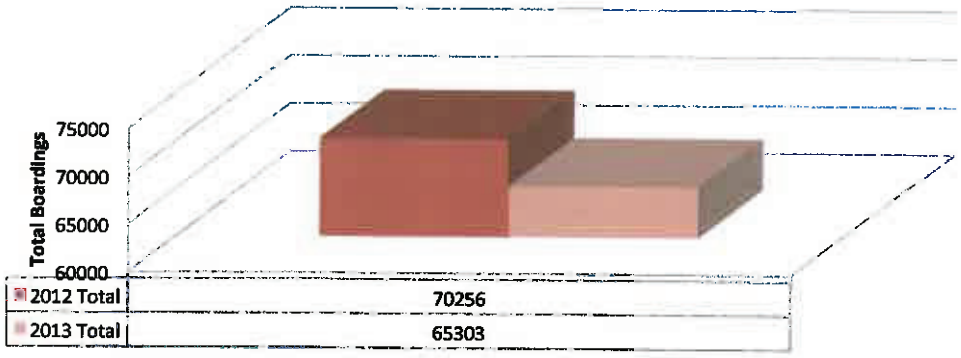




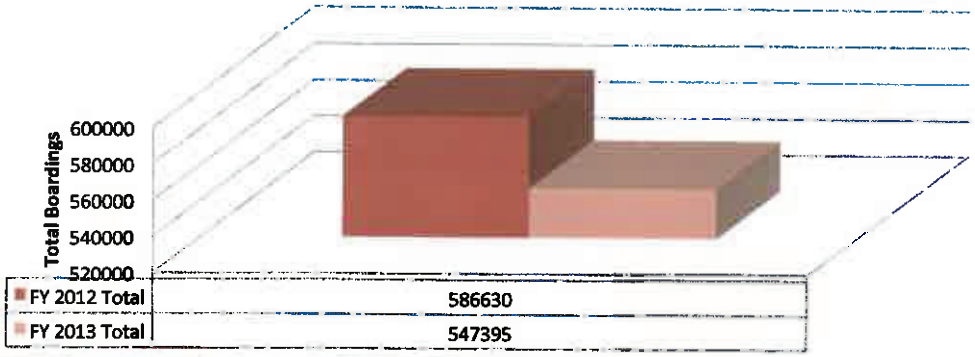
	Jan-12	Jan-13	% Change
Main Street	6933	6433	-7%
Ala/E Norman	4553	5041	11%
W Nmn Link	380	376	-1%
Sooner Exp	2276	2141	-6%
Research Shtl	1541	1879	22%
Social Security	61	79	30%
Campus Loop	3126	3412	9%
CARTaccess	2571	2692	5%
W/E Lindsey	12041	11433	-5%
Apt Loop	10100	9236	-9%
Lloyd Noble	29245	25273	-14%

	YTD FY12	YTD FY13	% Change
Main Street	51900	51525	-1%
Ala/E Norman	34130	35484	4%
W Nmn Link	2177	3577	64%
Sooner Exp	16461	15122	-8%
Research Shtl	13443	12746	-5%
Social Security	335	582	74%
Campus Loop	23405	22098	-6%
CARTaccess	18996	18863	-1%
W/E Lindsey	97189	90825	-7%
Apt Loop	91555	82903	-9%
Lloyd Noble	256035	232533	-9%

January Fixed-Route Total Ridership



Year-to-Date Fixed-Route Total Ridership



	Jan-12	Jan-13	% Change		YTD FY12	YTD FY13	% Change
Monthly Total	70256	65303	-7%	Annual Total	586630	547395	-7%
Days of Service	24	23	-4%		170	169	-1%

ITEM 2

DRAFT ORDINANCE ESTABLISHING A HIGH DENSITY RESIDENTIAL ZONING DISTRICT

office memorandum

TO: Chairman and Members of the Community Planning and Transportation Committee

FROM: Susan F. Connors, AICP SFC
Director of Planning and Community Development

RE: Development of High Density Zoning District

DATE: February 25, 2013

BACKGROUND

At the January 28, 2012 Community Planning and Transportation (CPT) Committee meeting, members continued discussion of the draft high density residential zoning district that staff is developing at the committee's request. The content of the proposed district is based on public input gathered during the summer discussion series on high density and on continuing staff research and CPT committee comment.

Discussion focused on issues related to the economic viability of high density development in and around Campus Corner rather than in other parts of central Norman because recent interest in such development has been concentrated in that area. During public comment, Campus Corner merchants and residents of adjacent neighborhoods spoke of the importance of limiting height and density so that new development does not overwhelm the existing sense of place of Campus Corner. Members of Norman's development and business community and developers seeking to build high density residential in the area continued to advocate for a maximum building height of 75 feet and the use of Floor-to-Area Ratio (FAR) to regulate building height and mass.

Based on the discussion, committee members asked staff to research the following topics for the February 25 meeting: the use of a Design Review Committee; how to assess traffic impacts related to high density zoning and land use; expressing height limit in feet instead of number of stories, and the possibility of combining Floor Area Ratio and dwelling units per acre as a way to regulate building bulk in high density land uses.

A revised ordinance is attached as Attachment A.

Design Review Committee

Many communities choose to administer design guidelines for overlay districts through the use of a Design Review Committee. Such committees are typically appointed by City Council with between 5-9 members who serve staggered terms with term limits. Design Review Committees are typically comprised of individuals with demonstrated professional expertise in design, e.g. registered architects, landscape architects, urban planners, and engineers. The committee could also include 1-2 non-professional citizens who have demonstrated interest

in design. Members would evaluate proposed projects that fit stated criteria using the adopted guidelines as a basis for consistent decision making.
The City of Oklahoma City adopted a Downtown Design Review process in 2007 which is used in administering the city's Design Review Ordinance in three downtown zoning districts. After studying the content and process of the OKC ordinance, staff has used it as guide to create a Design Review Committee structure for reviewing High Density Residential projects in Norman.

Traffic Impacts
At the committee's request, staff researched several approaches to assessing traffic impacts associated with high density residential land uses. Staff concluded that the City's current policy for required traffic studies would be sufficient with the added condition that all proposals for HDR zoning would trigger a requirement for a traffic study, regardless of projected vehicle trips per day (vpd). Given the more intense nature of established commercial and residential districts in Central Norman, each proposal for HDR must be fully evaluated on a case-by-case basis to determine likely traffic impacts and possible solutions to mitigate those impacts.

Height Issues
Committee members asked that in future ordinances and communication, staff express height recommendations in feet instead of in stories.

Using the height definitions discussed at the January 28 meeting, staff recommends the following maximum building heights:

Campus Corner	55 feet
Downtown	75 feet
Other Areas	none

As proposed in the attached ordinance, Campus Corner projects may gain a height bonus of an additional 8 feet in exchange for a project's inclusion of a rooftop garden.

What Is a Rooftop Garden?
A rooftop garden is a roof or portion of a roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. Rooftop gardens serve several purposes for a building: absorbing rainwater, providing insulation, creating a habitat for wildlife, lowering urban air temperature, mitigating the heat island effect, and the creation of usable outdoor gathering space.

Density Regulation
Committee members asked if there was a way to combine dwelling units per acre with the request by developers to use Floor-Area-Ratio (FAR). After studying this question, staff concluded that the most effective mechanism to regulate bulk and

density is to define a maximum number of dwelling units per acre combined with the following conditions:

a. Maximum building height
b. Front build-to line
c. Maximum building coverage
d. Setbacks

Defining these conditions along with the use of design guidelines to influence exterior building form will result in infill buildings that are most compatible with their surroundings in terms of height, bulk and setback. In addition, dwelling units per acre is a unit of measure that is easier to understand than FAR for most stakeholders and decision makers.

Density Maximums

At the January committee meeting, staff reported on the detailed economic analysis of potential high density development in Norman prepared for us by the firm Ochsner Hare and Hare (OHH). OHH's findings suggested that high density residential development of 55-60 feet in height with densities between 120-175 dwelling units per acre (du/ac) could be economically viable in Norman, while still allowing the design of infill development that is compatible with surrounding buildings and blocks.

Based on the OHH findings, staff recommends the following maximums for du/ac:

Campus Corner	130 du/ac
Downtown	175 du/ac
Other Areas	no maximum

CONCLUSIONS

1. Using a Design Review Committee to review requests for high density zoning based on the Design Guidelines would provide a process for clear and consistent decision-making.

2. Requiring a Traffic Study for all high density residential projects is appropriate, regardless of projected vehicle trips per day, given the intense nature of traffic circulation in Central Norman. The City's current policy guiding the content of and process for conducting Traffic Studies is sufficient for this new zoning category.

3. Maximum building heights of 55 feet in the Campus Corner area, with 75 feet allowed Downtown, and no height restrictions in other areas will enable structures that are economically viable while not overwhelming the smaller scale of surrounding buildings in Central Norman. In Campus Corner, development may be allowed a maximum height of 63 feet by agreeing to add a green roof on a high density development, which

combines the functions of outdoor open space (i.e. a rooftop garden) with a porous surface that absorbs stormwater runoff.

4. Using dwelling units per acre with definitions of maximum building height, a front build-to line, maximum coverage and required setbacks will allow the community to achieve new buildings that are compatible with surrounding buildings and districts as well as being economically viable.

5. Maximum densities of 130 du/ac in Campus Corner, 175 du/ac in the Downtown area, and no defined maximums in other locations will allow the development of high density residential that is economically viable and will also build the critical mass to attract additional retail to an area.

ATTACHMENT A

SEC. - HDR, HIGH DENSITY RESIDENTIAL DISTRICT

1. General Description. The High Density Residential (HDR) zone is a high density multi-dwelling zone. Density and building heights depend on the location of the development. Generally, the HDR zone will be located on, or near, arterial streets ~~where housing can match the availability of public services and can support commercial areas.~~ which can support both housing and commercial land uses.

The HDR Zone is intended to allow the development of high density multifamily residential uses that present a high quality, compatible, architectural facade close to the street, with parking, private open space, and service uses internally located to minimize their impact on the surrounding neighborhoods.

2. Permitted Uses.

(a) Apartments
(b) Condominiums
(c) Mixed Use Building
(d) Office
(e) Restaurants with no drive-up or drive-through service
(f) Retail Sales and Service operated completely within an enclosed building
(g) Parking Garages

(h) Accessory commercial uses in Residential-only Buildings. Accessory commercial uses in residential-only buildings are allowed in order to provide convenient support services to the residents of the building and to encourage a reduction in auto trips. They are an incidental use to the main residential use of the building.

(1) Uses allowed. Accessory commercial uses are limited to those in the Retail Sales and Service and Office use categories.
(2) Structure types. Accessory commercial uses are allowed only in multi-dwelling buildings. Uses must be located entirely within the building and have no external doors. They may be located in basements.
(3) Size. The total amount of uses is limited to 5 percent of the floor area of the building exclusive of parking area.
(4) Signs. Accessory commercial uses may not have signs that are visible from the exterior of the structure.

3. Density, Area, Height, Bulk and Coverage Standards.

(a) Density. The number of dwellings per unit of land, the density, is controlled so that housing can match the availability of public services and the availability of commercial areas. The standards also allow the housing density to be

matched with the carrying capacity of the land. In addition, the density standards are used as one type of control of overall building bulk.

(1) Campus Corner (**See Attached Map A**): residential or mixed use buildings that include residential uses are allowed up to a maximum of ~~60~~ 130 dwelling units per acre.

(2) Downtown (**See Attached Map B**): residential or mixed use buildings that include residential uses are allowed up to a maximum of ~~80~~ 175 dwelling units per acre.

(3) ~~Non-Core~~ All Other Areas: residential or mixed use buildings that include residential uses are allowed unlimited density.

(b) Building Height. Specific height regulations are divided into community areas, e.g., Campus Corner, Downtown, ~~and Non-Core~~ All Other Areas. Different maximum allowable heights are identified for these areas which are intended to make new development compatible in these areas. Height standards serve several purposes:

(1) They promote a reasonable building scale and relationship of one ~~residence~~ building to another;

(2) They promote options for privacy for neighboring properties; and

(3) They reflect the general building scale of multi-dwelling development in the city's neighborhoods.

(4) The following regulations apply:

(i) Campus Corner (**Map A**): residential or mixed use buildings shall have a maximum ~~street wall~~ height of 55 feet, provided that if a rooftop garden is developed the maximum height may be 63 feet. ~~up to 3 stories with the allowance for two additional stories with stepbacks as regulated in Section (b)(5) below.~~

(ii) Downtown (**Map B**): residential or mixed use buildings that include residential uses shall have a maximum ~~street wall~~ height of 75 feet. ~~up to 5 stories with the allowance for two additional stories with stepbacks as regulated in Section (b)(5) below.~~

(iii) ~~Non-Core~~ All Other Areas: residential or mixed use buildings that include residential have no maximum height restriction.

~~(5) Street Wall Height. The façade of all additional stories allowed over the allowed street wall height must be set back a minimum of six (6) feet from the first story façade. The only allowed protrusion into the six feet setback would be for decks and balconies.~~

(5) Allowable Height Exceptions. Architectural features, such as pitched roofs, gable roofs, elevator over-runs, and similar features may exceed the maximum building height by six (6) feet, but not for more than 50% of any one façade. If any portion of the internal parking garage

extends above finished grade, that extension shall be included in the overall building height.

(c) Setback from a Public Right of Way or Property Line to Building Face.

(1) Purpose. Building setback regulations serve several purposes:

(i) They maintain light, air, and separation for fire protection, and access for fire fighting;

(ii) They reflect the general building scale and placement of multi-dwelling development in the City's neighborhoods;

(iii) They promote options for privacy for neighboring properties;

(iv) They provide adequate flexibility to site a building so that it may be compatible with the neighborhood, fit the topography of the site, allow for required outdoor areas, and allow for architectural diversity; and

(2) Standards.

(i) Campus Corner (**Map A**):

[1] Minimum Setback from public right-of-way or property line: zero or 10 feet, provided the 10 feet is used for pedestrian amenities.

[2] Balconies, porches and main building entrances may penetrate the building setback without meeting the 10-foot setback requirement.

[3] Awnings may extend over the public-right-of way on the ground floor at a minimum height of seven (7) feet.

[4] Balconies above the first floor may extend over the public right-of-way.

[5] Minimum Setback from adjacent non-residential zoning districts: zero

[6] Minimum Setback from adjacent residential zoning districts buildings: 10 feet

(ii) Downtown (**Map B**):

[1] Minimum Setback from public right-of-way or property line to building face: zero or 10 feet, provided the 10 feet is used for pedestrian amenities.

[2] Balconies, porches and main building entrances may penetrate the building setback without meeting the 10-foot setback requirement.

[3] Awnings may extend over the public-right-of way on the ground floor at a minimum height of seven (7) feet.

[4] Balconies above the first floor may extend over the public right-of-way.

[5] Minimum Setback from adjacent non-residential zoning districts: zero

[6] Minimum Setback from adjacent residential zoning districts buildings: 10 feet

(iii) ~~Non-Core~~ All Other Areas:

[1] Minimum Setback from public right-of-way or property line to building face: 0-15 feet.

[2] Minimum Setback from residential buildings on adjacent property: 30 feet.

[3] Minimum Setback from any non-residential building on adjacent property: 10 feet.

[3] Minimum Internal Setback to adjacent buildings: 20 feet.

4. Architectural Standards.

(a) Purpose. There is no particular architectural style proposed for high-density multifamily residential structures. The primary focus should be on constructing a quality residential environment which encourages high quality design that contributes to the overall community character of the area.

(b) General Standards. The design standards will assist the designer in understanding the city's goals and objectives for high quality, high density residential development. The design standards are general and may be interpreted with some flexibility in their application to specific projects. Important defining elements include the following:

(1) Compatibility. It is desirable that high density building and site design provide features that are compatible within the context and character of the neighborhoods in which they will be constructed.

(2) Architectural compatibility. New multifamily development in existing neighborhoods should incorporate architectural characteristics and maintain a compatible scale with surrounding structures, including similar window and door types and detailing, facade detail, ornamentation, and decoration, materials, color, roof style and pitch and porches.

(3) Scale. Because multifamily projects are taller than one story, their bulk can impose on surrounding uses. The scale of such projects should be considered within the context of their surroundings.

(c) Building Exterior Walls and Facades, and Materials.

(1) Building Massing, Exterior Walls and Street-Facing Facades.

(i) Building exteriors should create the feeling of permanence.

(ii) Long, unbroken facades, with no offsets or articulations are not allowed.

(iii) Buildings shall reflect the materials, massing, forms of the area they are built in, and should be reflective of, but not identical to, the traditional character of the surrounding development.

~~(iv) Building Massing should be broken up by both vertical and horizontal articulation.~~

(iv) Buildings with flat roofs should have projecting cornices to provide a strong cap to the building.

(v) Building forms should emphasize the vertical structure of the building through the use of piers and columns. Building piers shall extend from the ground to the cornice. Windows shall not interrupt the vertical piers. The floor lines shall be expressed on the façade.

(vi) Building corners should be emphasized with architectural forms and architectural detailing, changes of material, or changes in the vertical face of the building. Corners shall be detailed from both sides.

(vii) Wall and roof lines shall be broken to avoid continuous planes. Wall planes and roof lines shall vary every 50-75 feet.

(vii) Buildings facades shall have offsets every 100-150 feet.

(ix) Building massing and facades shall be broken up with articulation, setbacks, and protrusions that are reflective of the internal structure and linkages to the street.

(x) ~~Building~~ Walls shall be articulated on all sides of a building using different wall planes, material changes, color differentiation, and architectural details.

(xi) Building main entries should be visible and accessible from the primary pedestrian right-of-way and intersect with the street to form community oriented space.

(xii) The ground floor of buildings should be scaled to the pedestrian. This can be done with the addition of glazing, roof forms, awnings, cornices, porches, and other elements to create a ~~personal~~ human-scaled environment at the base of the building.

(xiii) Individual units should be recognizable within the façade of the building. This can be accomplished with the use of balconies, setbacks and projections which help articulate individual dwelling units or collections of units, and by the pattern and rhythm of windows and doors

(xiv) Window air conditioner units of any kind are not allowed.

(d) Materials.

(1) Purpose. Buildings shall be attractive and durable and be compatible with the surrounding community. To ensure this compatibility, buildings shall be constructed of high-quality materials and require minimum maintenance. In addition, all sides of the building should be designed as a whole, in terms of materials usage, quality and level of design. This is referred to as 'four-sided architecture'.

(2) Allowable Exterior Materials. Building materials such as brick, stone, stucco or manufactured materials such as synthetic stone or cement board are required. Wood siding may be considered for use in limited applications, but not as a primary building material.

(3) Required Masonry. At least 80% of the total exterior wall area of each building elevation, excluding windows, doors and related trim, shall be brick, stone, stucco, or synthetic stone. The balance of the building façade should be lighter materials such as stucco, EIFS, cement board or wood. In addition to the required 80% referenced above, a masonry base on the ground level where the structure contacts grade shall be established on each façade of at least 36 inches for buildings of 3 stories or less, and 48 inches for buildings above 3 stories. This base may be penetrated by windows, doors, storefronts, or accent materials only. Materials for the base shall be brick, stone, stucco, or synthetic stone.

(4) Prohibited Exterior Materials. The following building materials are prohibited for exterior use:

(i) Rough sawn wood
(ii) Board and batten wood
(iii) Vinyl siding
(iv) Barrier-type EIFS
(v) Tilt-up concrete panels
(vi) Painted concrete block
(vii) Pre-finished or painted corrugated metal siding
(viii) Standard single or double-tee concrete systems
(ix) Smooth-faced gray or stained concrete block
(x) Translucent, Plexiglas, glossy metal or backlit vinyl awnings or illumination of such awnings
(xi) Reflective or mirrored glass

(5) Building Rehabilitation. The rehabilitation of existing buildings shall comply with the requirements for exterior building materials. Use of alternate exterior materials for the rehabilitation of existing buildings is subject to approval by the Design Review Committee. ~~Director of Planning and Community Development.~~

(e) Roofs, Cornice Lines, Parapets.

(1) General Requirements. Roof styles, shapes, and materials are a defining image for a neighborhood and can contribute to the unique visual character of a neighborhood.

(2) Roofs

(i) Roof elements should be used to break up masses of buildings and for screening of roof top mechanical units.

(ii) Wall and roof lines shall be broken to avoid continuous planes.

(iii) Structural roof framing elements are encouraged to be expressed on the building's exterior.

(iv) Roof forms shall utilize single, double, and/or asymmetrical (salt box) gable and hip roofs. Hip and shed roofs are permitted on smaller secondary roofs. Gambrel and mansard roofs are prohibited.

(v) Flat roofs are acceptable, but must be concealed with a parapet. Parapets must have layered cornice treatments along their entire length. Parapet walls of varying heights shall return to the interior of the building to provide the appearance of substantial building depth, avoiding the appearance of two dimensional facades.

(vi) Walls and roof lines shall change planes or vary cornice lines every 50-75 feet.

(vii) Roof forms should be designed as to denote building elements and functions such as pedestrian entrances, arcades and porches; overhanging eaves and sloped roofs. ~~and~~ Three or more roof planes are encouraged.

(viii) Pitched Roof Materials shall be concrete, slate, heavy composition or asphalt shingles, terra cotta glazed or unglazed, or sheet metal which are in character and are currently being utilized in the existing neighborhood as a traditional roofing material. All roofing colors shall be muted or natural colors. The use of bright or primary colors is prohibited. Wood shake shingle roofing is prohibited.

(ix) Exposed roof drains and downspouts are not allowed, except where they match the architectural style and traditional character of the building architectural style. When

they occur, downspouts will be integrated architecturally with the design of the building.

(x) Care should be taken to design sloped roofs that prevent snow and ice buildup and should prevent ice melt occurring over building entries.

~~(xi) Mechanical equipment on the roof shall be screened from the center of the right-of way on all adjacent streets. All mechanical equipment shall be painted the same unobtrusive color and be non-reflective.~~

(f) Windows, Doors, Porches, Decks and Balconies.

(1) General Requirements. Window and door standards are a key aesthetic consideration in creating a quality and authentic façade.

(2) Windows

(i) Windows on the ground floor may be:

[1] Mixed Use Building: Punched, Banded, or Storefront Windows

[2] Residential: Punched, Banded (maximum (3) before separated by pier on façade)

(ii) Windows on the second and above floors must be punched windows. Grouping of windows is acceptable, provided defined mullions of a different material than the window casing/frame are provided that emphasize the vertical proportion of the window.

(iii) The windows on the ground floor shall use trellises, awnings, and canopies or overhangs to provide shade and weather protection along the façade, and to create a pleasing streetscape experience. Large display windows (large panes or divided lights) in mixed use buildings are encouraged. ~~A well designed and/or decorative material base is desired~~ required ~~at display windows.~~

(iv) Window proportions should be based on a vertical or square unit.

(v) Openings, divisions, supports, and trim are to be appropriately scaled to the structural expression of the wall on which they are located.

(vi) Window designs are to be applied throughout all elevations of a building through the use of consistent proportions, modular elements and/or similar pane designs. Approved windows types include:

[1] Fixed

[2] Single-hung
[3] Double-hung
[4] Awning
[5] Casement
[6] Storefront

(vii) Clad wood windows are recommended. Cladding should be maintenance free metals.

(viii) Prohibited windows include:
[1] Glass block
[2] Jalousie
[3] Hopper

(ix) Clear or fretted glass shall be used.

(x) Shutters used as an accent element to the windows and trim must be sized to actually cover half or all of the window, depending on the style used, and must appear to be a fully functioning shutter. Actual working shutters are allowed. Shutters must be painted a trim or accent color different than the wall color.

(g) Doors.

(1) Front entries shall be a prominent feature on the façade. Building entrances should be sized to accommodate several people together, be weather sheltered, conform to all applicable ADA accessibility requirements, be well lit, and convey a sense of welcoming and friendliness. This can be achieved with the detailing, color of doors and adjacent frames, slightly recessed lights to highlight the entrance, and quality hardware.

~~(2) Safety and security devices at entrances are encouraged.~~

(2) Door Massing and size should be appropriately scaled to the wall where they are located.

(3) Front Building Entry Doors shall be solid core if wood and should be wood, metal clad wood, or steel. Clad doors shall be painted. Glass and doors with glass lights shall be acceptable.

(h) Porches, Decks, Balconies.

(1) Balconies, porches, and patios are to be used to strengthen the connection between the indoor private living space and the outdoor, public neighborhood environment, including both the ground level and floors above.

(2) Ground level and floors above are encouraged to have balconies and porches and shall be incorporated into the architectural façade as integrated elements.

(3) The design of the porches, decks, and balconies shall take into consideration shade, sun, wind, snow, ice, and other climatic considerations.

(4) Floors of balconies and porches that are visible from off-site are to be carefully finished using appropriate materials including wood, stone, or colored, patterned, or stamped concrete. In addition, all ground level patios and porches shall provide landscape and partial screening for each porch or patio.

(5) Balconies, porches and patios. The incorporation of balconies, porches and patios within multifamily structures is encouraged for both practical and aesthetic value.

(6) Balcony, deck, porch and railing designs are to be designed to create a sense of distinction between buildings within a neighborhood, but they should take into account the design of other accents within their buildings.

5. Screening for Exterior Mechanical Equipment, Electrical Equipment, Service Area, and Trash.

(a) Screening Requirements. All mechanical and electrical equipment, whether ground mounted or roof mounted, service areas, loading docks, trash areas, recycling and solid waste disposal area shall be screened from view utilizing landscaping, architectural screen walls, roof enclosures, parapets, or other full screening materials.

(1) Architectural screen walls shall consist of masonry or stucco walls which reflect the architectural character of the building(s). Enclosures shall be a minimum of 2'-0" above equipment to be screened.

(2) Deciduous and evergreen layered plantings of varying height (trees and shrubs) shall be used to soften and screen service and mechanical areas where possible. Landscape screening shall be a compliment to the architectural screen walls. All landscape materials shall meet the landscape standards in this ordinance.

(3) ~~At a minimum all requirements for screening shall also meet~~ All ~~applicable standards for~~ solid waste container enclosures shall meet applicable standards in the City of Norman Engineering Standards and Design Criteria and the requirements of utility providers.

(4) All free standing enclosures require gates for access. All gates shall be constructed of durable materials with 90% or greater opacity. Gates shall be architecturally compatible with the building and

enclosure design. Chain link, vinyl slats or wood materials are not permitted.

(5) Heavy pavements and pavement sections shall be provided as necessary to prevent damage from trucks with heavy wheel loads.

(6) Mechanical equipment on the roof shall be screened from the center of the right of way on all adjacent streets. All mechanical equipment shall be painted the same unobtrusive color and be non reflective.

6. Open Space.

(a) General Requirements. Open space is required to be a minimum of 20% of the total gross site area within the project property lines.

(1) Standards.

(i) Areas allowed to be counted as open space include: walks, trails, plazas, gathering places, landscaped areas, pedestrian amenities, and other pedestrian oriented paving areas within project property lines.

~~All landscape standards shall apply to open space.~~

(ii) Open space areas with pedestrian access, paths and gathering spaces shall follow the Americans with Disabilities Act (ADA) Accessibility Guidelines.

(iii) Required open space areas may be provided as individual, private outdoor areas, such as patios or balconies, or as common, shared outdoor areas, such as courtyards and play areas. There also may be a combination of individual and common areas.

~~(2) Payment in Lieu. Open space area requirements that may not be able to be accommodated on a project, may be paid for with a payment in lieu. The payment in lieu shall be _____ per square foot of required open space. A maximum of 10% of the private open space requirement may be paid for. A minimum of 10% open space must be provided on the project site.~~

(2) Minimum Size Requirement. At least 48 square feet of outdoor area is required for each dwelling unit on the site.

(i) Upper floor balconies. These areas need to be useable, taking care to minimize overlook to adjacent private space below.

(ii) Individual unit areas. Where a separate outdoor area is provided for each individual unit, it must be a minimum of 30 square feet. ~~designed so that a 6-foot x 6-foot square will fit entirely within it~~. The outdoor area must be directly accessible to the unit.

(iii) Pedestrian circulation. Areas used for pedestrian circulation to more than one dwelling unit do not count towards meeting the open space standard. ~~If the area is at ground level, it may extend into the required setback area, but not into the required front building setback. Covered outdoor areas are subject to paragraph below.~~

(iv) Common areas. Where outdoor areas are common, shared areas, each must be designed so that it is at least 500 square feet in area and so that a 15-foot x 15-foot square will fit entirely within it.

(3) User amenities. User amenities, such as tables, benches, trees, shrubs, planter boxes, garden plots, drinking fountains, spas, or pools, may be placed in an outdoor area. Common, shared outdoor areas may also be developed with amenities such as play areas, plazas, roof-top patios, picnic areas, and open recreational facilities.

(4) Enclosure. Required outdoor areas may be covered, such as a covered patio, but they may not be fully enclosed. ~~Covered outdoor areas are subject to the setback standards of this chapter.~~

7. Landscape.

(1) Purpose. The standards for landscaped areas are intended to enhance the overall appearance of residential developments in high density multi-dwelling zones. Landscaping is intended to improve the residential character of the area, break up large expanses of paved areas and structures, provide privacy to the residents, provide separation from streets, reduce heat island effects, and reduce stormwater run-off.

(2) Minimum Landscaped Areas. A minimum of 10% of the project site area shall be a landscaped area which is included in the 20% required open space. This area shall include all site areas that contain landscaped beds and turf areas. Water features may be counted in the landscape areas. Roof top gardens, rain gardens, and green roofs may also be counted as landscaped areas.

(i) All landscape areas shall be designed to provide relief, scale, interest and overall quality to the living environment for the site.
(ii) Landscaping should follow Xeriscaping Design as much as possible. This landscaping model utilizes native plant species that are drought tolerant and adapted to our regional climate.
(iii) Irrigation shall be required for all landscape areas. All irrigation shall be automatic drip/spray, with a programmable program controller with wind and rain sensor shut-off. All plants shall be grouped into similar water zones. Potable and/or non-potable irrigation water may be used.
(iv) The overall tree requirement shall be a minimum of 1 tree per 500 SF of minimum required landscaped area. The overall shrub requirements shall be a minimum of 10 shrubs per each tree required. (this yields 17 trees and 174 shrubs)
(v) All street or drive frontages ~~(external or internal)~~ shall be required to have deciduous shade trees planted an average of 1 per 50 lineal feet of frontage per side. Trees shall be a minimum 2-1/2" caliper. Tree locations may be modified to take into account site distances and easements, per code requirements, signage, lighting, or other obstructions. This requirement shall be credited toward the overall minimum required tree count.
(vi) All shrubs shall be located in edged and mulched landscape beds. All shrubs should be massed in as few a number of beds as is practical. A minimum of 11 shrubs per bed is required.
(vii) Turf areas shall be allowed. Grading shall accommodate drainage of all turf areas.
(viii) Acceptable plant materials may be found in the Appendix F of the Zoning Ordinance.

8. Pedestrian Standards.

(a) General Requirements.
(1) Pedestrian connections are required throughout the project to connect internal pedestrian areas to the public sidewalk system.
(2) Pedestrian walkways should be separate and distinct from parking areas and drive aisles and include landscaping/trees, lighting and decorative paving at crossings.

~~Streets, alleys should not only connect internally but also be publicly accessible and connect to adjacent streets and neighboring development.~~

(3) Future connections to adjacent development parcels shall be provided for future connectivity if appropriate.

~~Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are infeasible.~~

(4) Coordinated site furnishings will be used to unify the development. Additional amenities may be used to help add to the overall quality of the experience of the development.

(b) Pedestrian Paving.

(1) Pedestrian areas shall encourage and facilitate the ease of use of pedestrians through the use of paved walks, plazas, and other amenity areas.

(2) Pedestrian paving materials shall be a minimum of concrete. Pavers, stamped, colored or enhanced pedestrian paving is encouraged.

(3) All pedestrian areas shall be designed to be accessible in accordance with ADA requirements.

(4) All internal sidewalks shall be a minimum of 5 feet in width.

9. Site Development Standards.

(a) General Requirements.

(1) High density residential and mixed use buildings that include high density residential must be located on or located within two blocks of an arterial street and must be adjacent to a collector street if not fronting on an arterial street. All parking drive access shall be ~~located~~ at a minimum onto a collector street ~~if not adjacent to an arterial~~ street.

(2) ~~High density residential not fronting on an arterial street and no farther than 2 blocks from an arterial street, any existing intervening land uses must be commercial/retail/office uses.~~ When a proposed site for high density residential does not front on an arterial street, any intervening land use between the high density development and the nearest arterial street must be commercial or office.

(3) All high density residential buildings must have direct access to sidewalks from all non-emergency building entrances that connect to the public circulation system.

(4) Primary pedestrian circulation and access shall be at grade. Pedestrian entry routes that are interrupted by driveways shall be distinguished from the driveway surface by decorative paving.

(b) Streets and Vehicular Access. The development must provide improvements in the public right-of-way along all public streets adjacent to any side of the development. A minimum of 6-foot planting strip and a 10-foot sidewalk is required from the property line out to the back of curb. A transition must be provided from these improvements to existing adjacent sidewalks. Planting strips can have an average minimum width of 6 feet to accommodate a meandering sidewalk where applicable. These requirements are in addition to the minimum open space and landscaping requirements.

(c) Parking and Vehicular Access

(1) All high density residential buildings shall provide off-street parking by means of an attached parking garage.

(2) Parking Structures.

(i) High density residential uses and mixed use buildings that include high density residential uses shall be required to provide 1 parking space per bedroom for residential units. For non-residential units the requirements of Section 22:431.5 of the Zoning Ordinance shall be followed.

(ii) Parking structures shall be architecturally integrated into the buildings they serve, with architectural finishes that match the residential portion of the building. They shall be designed to match the overall architectural theme of the development while providing a visually engaging environment for the pedestrian.

(iii) For buildings with parking accessed from the front of the building, ~~minimize the amount of frontage used for parking access.~~ no more than 25% of the site frontage facing a street or pedestrian walkway should be devoted to garage openings.

(iv) Architectural screening shall be used for all exposed areas of the garage to screen cars, head lights, ramps, ramping levels, interior of the garage, and other elements that indicate the structure and operations of the garage.

(v) Garage entrance designs shall reflect the architectural style of the buildings.

(vi) Interior drainage systems ~~to collect any water in sumps~~ shall be designed as part of the storm water system.

(vii) Lighting to achieve adequate levels for safety. Full cut-off ~~Diffused~~ lighting shall be used rather than lamps that create point source glare.

(viii) Signage shall clearly indicate entrances, exits, elevators, and parking restrictions.

(ix) Minimum overhead ~~headroom~~ clearance for the parking structure shall be 8'-6".

(3) Streets and Alleys.
Streets and alleys should not only connect internally but should also be publicly accessible and connect to adjacent streets and neighboring development.

(d) Utilities.

(1) All site utilities shall be underground.

(2) All site utility boxes, structures, etc., shall be located in screened areas or shall be screened from view, while maintaining required access for the utility providers.

(3) All meters, AC units, etc., shall be screened per the requirements of Section 5 of these guidelines.

(e) Site Furnishings and Amenities. Site amenities shall be included in the project. Site amenities may include, but are not limited to, seating, bike racks, benches, tables, trash receptacles, specialty lighting, freestanding planters, fountains, swimming pools, specialty paved areas, trellis and overhead structures. Bike racks, benches, tables, and trash receptacles shall be the same for manufacturer make, model, and color for the entire project.

~~(f) Pedestrian Connections. Pedestrian connections are required throughout the project to connect pedestrian areas to the external pedestrian circulation system in the public right-of-way. Internal pedestrian connections shall be a minimum of 5' width.~~

10. Lighting Standards.

(a) As required and regulated by the Zoning Ordinance.

11. Signage Standards.

(a) As required and regulated by the Sign Code.

12. Storm Water

(a) As required and regulated by the Engineering Standards and Specifications.

13. Traffic.

(a) A Traffic Study shall be required with all proposals for HDR zoning, regardless of estimated vehicle trips per day (vpd) associated with development. Traffic studies for HDR shall conform to current Engineering and Design Criteria for Traffic Impact of Developments.

14. High Density Design Review Committee.

(a) Establishment. There is hereby created the High Density Design Review Committee.

(b) Powers. The High Density Design Review Committee shall have the following powers:

(i) To administer the design review process for the HDR zoning district.

(ii) To issue Certificates of Approval for property located within a HDR zoning district.

(iii) To comment upon and provide recommendations to Planning Commission and City Council regarding the design of a high density project.

(c) Membership, Terms and Organization.

(i) Membership. The High Density Design Review Committee shall consist of five (5) members. These members shall be appointed by the Mayor with the approval of the City Council, and shall be composed as follows:

(1) Two (2) members shall be a combination of registered architects, landscape architects, urban planners or licensed civil engineers.

(2) Two (2) members shall be licensed real estate professionals, with demonstrated knowledge of urban design principles.

(3) One (1) member shall be resident citizens of the City of Norman.

(4) All members of the Committee shall serve without compensation..

(ii) Terms of Membership.

(1) The term of each Committee member shall be for three (3) years, or until his or her successor takes office. Members may be appointed to fill the remainder of vacant terms. No member shall serve more than three (3) consecutive terms. Members who have served three (3) consecutive terms may be reappointed after having rotated off the Commission for at least one (1) full three (3) year term.

(2) Members shall serve staggered three (3) year terms in accordance with their initial appointments. At the on-set of the Committee creation, two (2) members shall serve one (1) year, two (2) members shall serve two (2) years, and three (3) members shall serve three (3) years.

(3) Removal of Members. Members may be removed by the Mayor with the consent and approval of the City Council, for inefficiency, neglect of duty, or malfeasance in office. The Mayor shall file a written statement of the reason for the removal. Members may resign with the Mayor's acceptance of a letter of resignation.

(4) Staff Assistance. The Planning Director and Staff shall assist the Committee in discharging its duties. The Planning Director or designee shall attend and keep written findings and records of all

meetings. Staff shall act in an advisory capacity only and may participate in the Committee's discussions, but shall have no vote.

(iii) Meetings and Procedures

(1) Organization and Rules. The Committee shall hold meetings as required when an application for a high density project is submitted. Staff shall keep a record of the Committee's transactions, findings and determinations.

(2) Quorum. Three (3) members of the Committee shall constitute a quorum for the transaction of business, unless there is a vacancy in the membership, in which case, it shall be a majority of the active members. Action taken by the Committee at any meeting shall require the affirmative vote of a majority of members present, less those members who recuse themselves, stated for the record, for any reason, in a matter before the Committee.

(3) Chair. The High Density Design Review Committee shall elect a Chair, and create and fill other offices it deems as necessary. The term of the Chair shall be one (1) year.

(d) High Density District Design Review

(i) The Design Review Board shall consider applications for a Certificate of Approval for High Density Development in accordance with this Ordinance.

(1) The High Density Design Review Committee shall have the opportunity to comment upon and provide recommendations to the Planning Commission and City Council regarding the design of high density projects.

(2) On parcels of land located within locally designated historic districts, issuance of Certificates of Appropriateness shall be the responsibility of the Historic District Commission and shall be subject to the preservation guidelines and standards of the Historic District Overlay.

(ii) Expirations for Certificates of Approval. Any Certificate of Approval granted by the High Density Design Committee or Staff shall expire two (2) years from date of issuance.

(iii). Submission for High Density Design Review. Sufficient information and details shall be submitted to the Planning and Community Development Department to fully evaluate relevant design issues. A checklist detailing minimum submittal requirements for Certificates of Approval is available from the City of Norman Planning and Community Development Department and on the City's website.

(e) Revisions to Certificates of Approval

(i) Staff may approve minor revisions to existing Certificates of Approval which impact less than 20% of the site or building, provided that the revisions maintain conformance with regulations and meet the intent of the Design Criteria and any conditions associated with the approval.

(ii) Staff may approve minor revisions to an unexpired Certificate of Approval without additional fee provided the following conditions are satisfied:

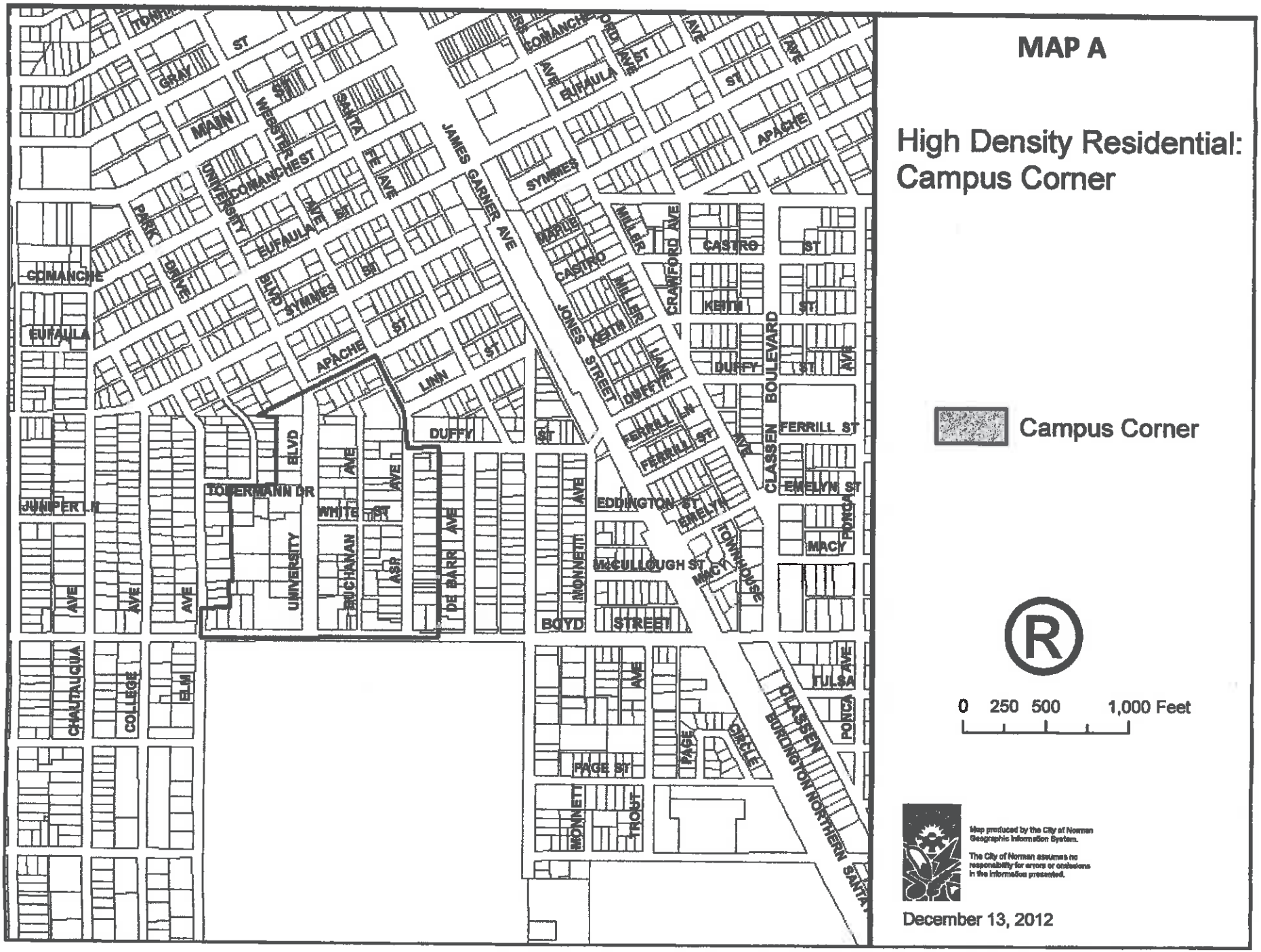
(1). No more than 5% of the site or building is modified from the original Certificate of Approval;

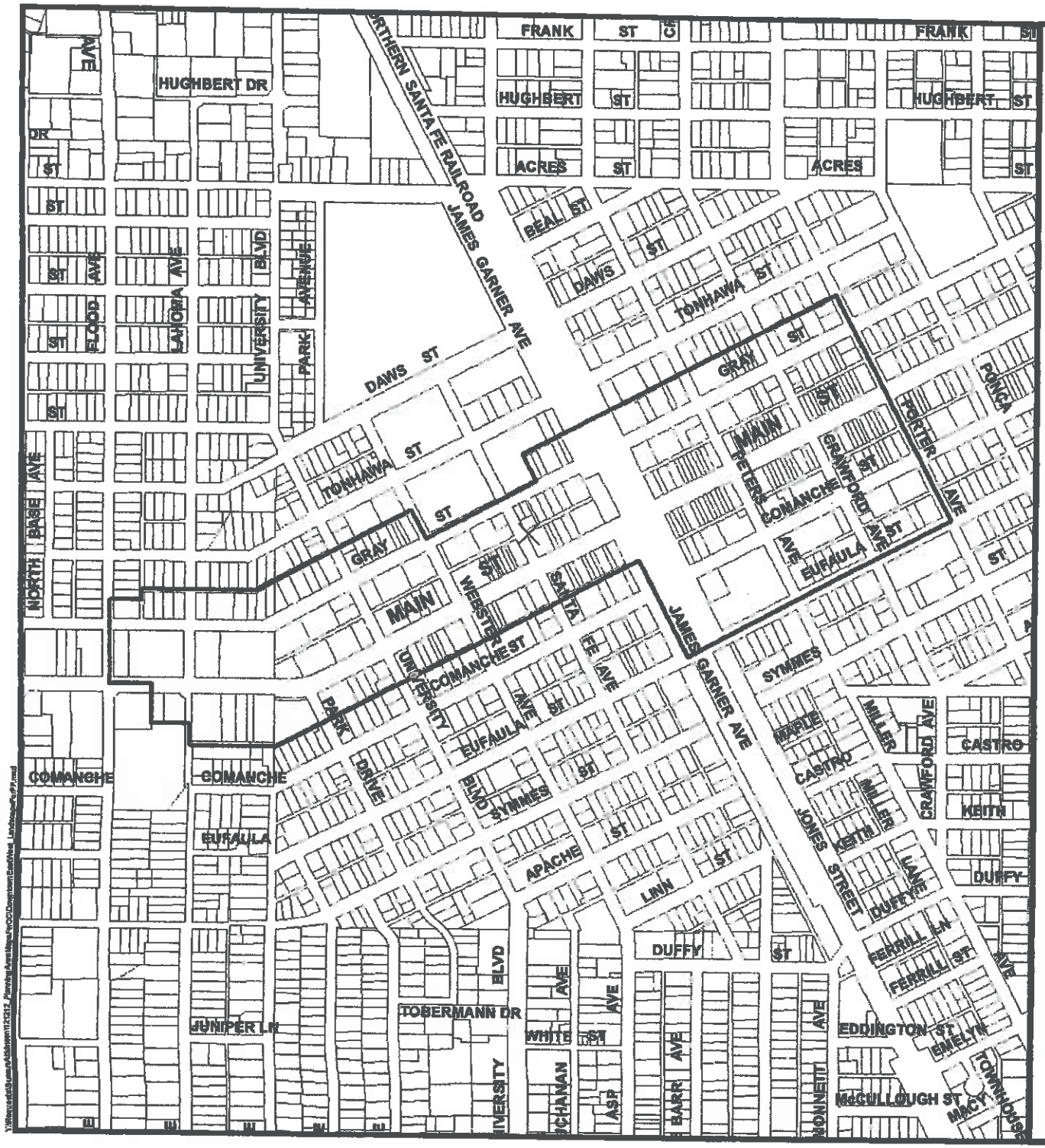
(2). Revisions do not significantly alter the work previously approved;

(3). Revisions are in conformance with regulations and meet the intent of the guidelines; and

(4). Revisions are consistent with any conditions associated with the original Certificate of Approval.

(f). Preliminary Review. In order to facilitate the timely approval of projects applicants are encouraged to request a preliminary staff review prior to formal submittal. Preliminary review is most effective at the conceptual design phase so that siting, building material and design, and other contextual impacts of the proposal may be evaluated for conformance with the regulations and guidelines of the High Density Residential District ordinance.


MAP A
High Density Residential:
Campus Corner
Campus Corner
R
0 250 500 1,000 Feet
Map produced by the City of Norman Geographic Information System.
The City of Norman assumes no responsibility for errors or omissions in the information presented.
December 13, 2012
COMANCHE
EUFAULA
JUNIPER LN
TOWERMANN DR
UNIVERSITY BLVD
WHITE DR
BUCHANAN AVE
DE BARR AVE
DUFFY
LINN
APACHE
SYMMES
JONES STREET
GARNER AVE
CASTRO
KEITH
CRAWFORD AVE
DWIGHT
FERRILL LN
FERRILL ST
CLASSEN BOULEVARD
EMELYN ST
EDDINGTON ST
MACY
PONCA
MCCULLOUGH ST
TOWNHOUSE
BOYD STREET
MONNETT
PAGE ST
PAIGE
CIRCLE
TULSA AVE
TROUT
CHAUTAUQUA
COLLEGE
ELM
BURLINGTON NORTHERN SANTA



MAP B

High Density Residential: Downtown East and West

Downtown East and West

N
W E
S

0 500 1,000 Feet

Map produced by the City of Norman Geographic Information System.

The City of Norman assumes no responsibility for errors or omissions in the information presented.

February 21, 2013

To: Councilmember Griffith
Councilmember Gallagher
Councilmember Jungman
Councilmember Williams

From: Mayor Cindy Rosenthal

Date: March 8, 2013

Subject: High Density

Dear Colleagues

Attached to this memo are two items that I have received in the past few days relevant to the discussion of high density.

The first is the meeting summary of the Mayors Institute on City Design which I attended in November and at which I presented the high density policy debate and proposed Risser project on Campus Corner. The participants in the institute included design and development professionals from around the country and seven other mayors from cities throughout the southern region. I draw your attention to the recommendations and the map provided. The most significant takeaway points from the report, in my opinion, are:

- High density initiatives should optimally focus on the area between Campus Corner and Downtown in order to connect and enhance both commercial districts;
- Targeted densities on the map that would provide an appropriate transition should be four stories instead of 7-9;
- With respect to the Risser project specifically, the panel recommends "…7 stories may be appropriate to Norman, generally, but this project might be in the wrong place to push such a drastic scale change;"
- Under "Best Practices" it is noted that Tulane University has successfully developed four story scale dormitory-style housing compatible with other one and two story housing stock.

The second item in this packet is an email exchange which I had with President David Boren. As you know Boyd House, the president's residence, is located on Campus Corner. I asked him his opinion regarding the debate over height on Campus Corner. You will see his response favoring the four-story height limit which he asked me to share with you.

Cc: Norman City Council

The Mayors' Institute on City Design

The National Endowment for the Arts

The United States Conference of Mayors

The American Architectural Foundation

Tulane Regional Urban Design Center

Meeting Summary

MICD South 2012
New Orleans, Louisiana
November 14 - 16, 2012

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The Honorable Nancy Denson
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MICD South 2012 Leadership Team

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Norman, Oklahoma

1 Case Statement:

Norman's first modern comprehensive planning process involving substantial citizen participation resulted in the adoption of the Norman 2020 Land Use and Transportation Plan in 1996. Five years later the 2020 Plan was updated becoming the Norman 2025 Land Use and Transportation Plan. The 2025 Plan is still in effect today.

Despite Norman's vast geographical size, the City faces a number of development pressures due to the presence of the university, the City's efforts to revitalize downtown, the downtown and campus corner area's use as desirable walking neighborhoods, and other factors. We have targeted dense development in key areas to serve growing housing needs, in addition to allowing residential development above downtown's commercial storefronts. Main Street has seen a resurgance, but remains separated from Campus Corner, the dense restaurant/entertainment/retail district associated with the university and its student population. Obvious links between downtown include a number of residential streets and some historic neighborhoods, both which have been resistant to change, and certainly the addition of denser development.

Another link between the two neighborhoods lies along the railroad tracks, where we have focused our efforts to create an interpretive "legacy trail." This corridor also relates to our density challenge; our largest open lots within the downtown exist along the railroad, and would provide good opportunities for higher density housing and mixed-use development. However, these sites also serve as the edge of the adjacent neighborhoods, and must be sensitive to the existing scale and historic nature of these areas. Development of these sites will also confront those citizens lodged against density due to traffic congestion concerns, fear of living in the shadow of taller buildings (or student housing), and other challenges.

The City has undertaken a comprehensive series of well-attended planning workshops outlining the sustainable qualities and other benefits of dense development, though such developments continue to face intense scrutiny from the public.

The City has started to examine its code in order to both accommodate dense growth and help to regulate sensitivity to existing neighborhoods. Certain designations, such as our C3, were intended to promote mixed use development, but put no cap on the number of residential units, resulting in developer proposals including one commercial storefront and 200 apartments to serve the student population, drawing the ire of surrounding neighborhoods.

The City needs a comprehensive code adjustment and regulatory position to be able to properly address its densification, rather than having to judge each proposed development on a case-by-case basis. Within that context, we must also work towards our related goals of connecting existing commercial nodes such as Main Street and Campus Corner, providing additional recreational opportunities for our residents, and preserving the character of our existing neighborhoods.

Norman, Oklahoma

2 Questions:

1) How does the Norman community benefit from making a clear physical linkage between the university, the Campus Corner district and Downtown Norman? Are there some transitional design strategies that might help the city foster greater walkability between these locations?

2) How can Norman create viable, desirable public space in Downtown, Campus Corner and in between, where there currently is none; with little or no value placed on the public realm in Oklahoma?

3) Please provide examples of design techniques that increase residential density adjacent to a low density neighborhood context. In making the shift from a one-story commercial and residential district to higher density, what design elements are most important to codify?

4) Very different conditions exist (e.g. building size, mix of uses, architectural style) in the areas being considered for high density. How does the City develop a single policy to fit that variety? What are the most important design considerations when the City is ready to consider retrofits of obsolete strip centers to include high density residential?

5) Consensus exists to require high density projects to include internal parking structures, but there is considerable debate about the number of spaces to require. How can parking requirements be structured to support the following goals?

-Increases residential density
-Limits overflow parking into neighborhoods
-Protects community character

6) What kind of streetscape improvements can help ease transition from high density to low density residential?

7) What are the most important design elements in creating compatible infill development in existing commercial districts?

8) How can good design help improve the town-gown relationship in Norman? The most controversial proposed high density projects are essentially private student dormitories. Should Norman consider specific policies related to this type of project?

9) What is the appropriate maximum height for infill buildings in Campus Corner proper that will respect existing community character and still "pencil out" economically? Downtown? The linkage area along the railroad spine?

Norman, Oklahoma

3 Recommendations:

VISION

- The goal of connecting Main Street with Campus Corner is an excellent concept, but requires preservation measures in addition to new development rules
    - o Main Street buildings must be preserved to avoid demolition, as eventually development pressures will make this a likely site for additional residential development
    - o The remaining historic buildings, urban form, and scale of Main Street is what gives it a strong character, and this should have some level of protection
    - o If preservation measures are unpopular or deemed an infringement of property rights, Design Guidelines which are less explicit but can still preserve the urban form of a historic main street may be possible in Norman
    - o Tax incentives can help make up the difference when a historic property owner claims demolition/new-construction is more cost effective than preservation/renovation
- Many cities implement a moratorium on all building while codes are being rewritten; slowing down or stopping new projects while the new codes are being created is fair to property owners if an end-date for the moratorium is firm
- The city should consider charging for parking
    - o Parking fees can pay for parking structures that will be needed later as density continues to increase
    - o There are many costs associated with public parking, and they should be paid in part by those residents who use the service most
    - o Associating cost with parking can begin to educate citizens regarding the need to rethink our pattern of sprawl with the coming era of dense and walkable development, accessible by public transit and accessible at its edges by parking garages

PLANNING

- A number of occasional-use parking lots exist between Main Street and Campus Corner (churches and other uses). Additional landscaping requirements can be added to parking land use code to avoid pedestrian-unfriendly parking "deserts"
    - o Sharing these parking lots with local businesses can be a successful model for utilizing parking areas that might otherwise only fill during church or football games
- The city has conducted a successful outreach campaign to explain and advocate for density in the correct areas and the general concept of "growing inward"
    - o These "Areas of Change" can be made explicit within the city's master plan mapping, along with areas where the city does NOT anticipate dense development ("Areas of Stability")
        - -This can create a stable environment for potential developers, who will then be able to plan future projects rather than risking disapproval for each project
        - -It can also allay the fears of residents in historic districts who fear a wholesale redefinition of their neighborhoods

Norman, Oklahoma

o If they exist, try to identify any areas that would WELCOME density, and encourage development in these areas first

-Use these areas to continue the community discussion on density, proving that allowing density somewhere means less development pressures everywhere else

• Try pegging design requirements to density or number of units (i.e. 200 units raises landscaping requirements, 400 units requires a public pocket park in addition to required private green space, etc.)

• The city should endeavor to integrate its updated transportation plan into the master planning process; transportation that connects new pockets of density is critical to relieving traffic pressures and improving access for all residents

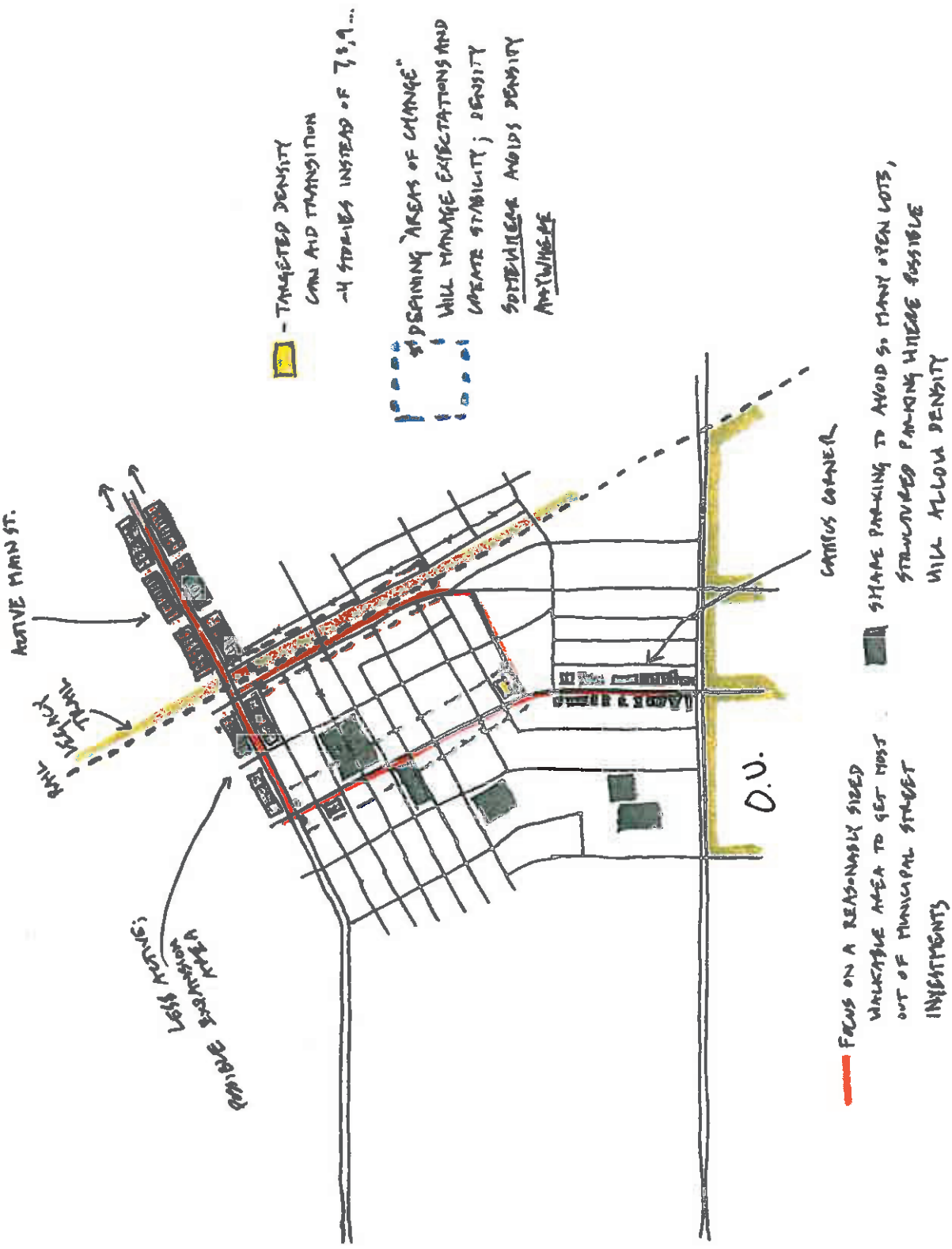
• Regarding the specific project site shown, 7 stories may be appropriate to Norman, generally, but this project might be in the wrong place to push such a drastic scale change

4 Best Practices:

• Tulane University has consistently developed new neighborhood adjacent dormitory housing at a 4-story scale, which serves the need for housing without dominating the 1-2 story housing stock in the surrounding neighborhoods (www.tulane.edu/oua)

• The City of Tuscaloosa provides incentives to developers who meet certain design criteria, allowing student housing (2 or more unrelated residents) only when landscaping and other design criteria are met at a certain threshold

Norman, Oklahoma



From: "Boren, David L." <davidlboren@ou.edu>
Date: February 19, 2013 1:56:25 PM CST
To: "Rosenthal, Cindy Simon" <csrosenthal@ou.edu>
Subject: Re: high density on campus corner

Dear Cindy,

I would definitely favor a maximum of 50 feet on campus corner structures, far preferable to 75 feet. I would also be very concerned about pushing any structure far enough north so that it would not tower over the back lawn of Boyd House and restrict the privacy of future presidents who will be living in Boyd House. Structures as tall as 75 feet would also, in my opinion, invade the visual space and privacy of the surrounding neighborhood to the west. It would also change the character of Campus Corner and would be aesthetically out-of-scale for the entire area.

I hope that the council will oppose it and that you will share my opinions with the council.

Thank you for giving me the opportunity to have input on this important issue.

Sincerely,
DLB

From: "Rosenthal, Cindy Simon" <csrosenthal@ou.edu>
Date: Mon, 18 Feb 2013 10:40:04 -0600
To: "Boren, David L." <davidlboren@ou.edu>
Subject: high density on campus corner

Dear President Boren:

I have wanted to try to talk with you about some development issues related to Campus Corner. I know in the past that you have expressed concerns about structures which might go into the area north of Boyd House.

Currently, there is quite a debate about high density focused on Campus Corner. The area being defined as Campus Corner includes the property to the north and west of Boyd House. A big part of the debate centers on the height of buildings that might be allowed. One faction of City Council prefers buildings up to 75 feet in height. Another faction on council sees a four story (approximately 50 foot) limit as appropriate and viable. There is an application before the Council that is on hold but would push the 75 foot limit (six stories) and essentially be a student dormitory.

I would like to know your thoughts on the matter. If you have time to visit about the specifics, I would welcome the opportunity.

Best wishes,

Cindy

February 20, 2013

Mayor and Council Members
City of Norman

Attached are several copies of the same letter, signed by a good number of merchants on Campus Corner. All of those who have signed at this point are long-time merchants on the Corner. Many of us are board members or past board members of CCMA. We would have more signatures if we had more time and if we had people like the Chamber of Commerce President lobbying for our side. In fact, I'm confident more letters will come in and would ask that you just add them to our attached copies.

We ask that you respect our investment in campus corner and our business interests with these reasonable provisions

FILED IN THE OFFICE
OF THE CITY CLERK
ON 2-20-13

February 17, 2013

Mayor and City Council
Norman, Oklahoma

FILED IN THE OFFICE
OF THE CITY CLERK
ON 2-20-13

Dear Mayor and Council members:

The merchants on Campus Corner are very concerned about the various high density proposals coming before the Council at the present time. Many of us have attended meetings regarding these issues, as well as meeting internally. The merchants signing this letter agree on the following:

1. C-3 Zoning: we overwhelmingly and unanimously voted that we DO NOT want the C-3 zoning change for the Risser project. This required very little discussion and was a point of virtually no contention. The proposed change gives us very little to no control over what would now or in the future be built there. It could be, for instance, office space which would require much more parking than residential. As you are all aware, LACK OF PARKING is the most detrimental thing to all of our businesses. Campus merchants are ADAMANT that the inadequate parking we have now is not to be worsened in any way.

2. High Density: we are adamantly opposed to any high density development in the historic Campus Corner area for several reasons. Many of us have attended the numerous community meeting regarding high density and are well-educated about the advantages and disadvantages of high density. The reasons it would be a poor fit on Campus Corner include:

A. Parking issues - We absolutely have to protect the parking that we have now if we want our businesses to survive. The high density proposals we've seen would only increase our parking problems. They don't take into account the parking they displace (the Risser project is eliminating 96 parking spaces!), they don't provide for guest parking, they don't take seriously the need for multiple parking spaces per bedroom even though research shows that students will be sharing bedrooms. This alone may be enough to kill some of the retail businesses on Campus Corner, losing sales tax dollars the city desperately needs.

B. Traffic issues - Asp is already rated as a 'D' street on an A-F scale. ANY high density housing will exacerbate this problem. The already high amount of pedestrian/bicycle/automobile traffic is a concern as it stands right now. There is no expansion possibility for Asp, Buchanan, White, Duffy, or Boyd - all very high-traffic streets already. High density housing would only make a bad problem worse and would hurt our businesses, costing the city retail sales tax.

C. Aesthetics: at meeting after meeting the community voiced strong support for limiting any structures in this area to three stories. A large part of this has to do with the unique and charming ambiance of Campus Corner. As long-time merchants on the Corner, we believe that a large part of our business comes from customers who value this

increasingly rare experience in the retail market. Any structures as massive as the ones proposed would destroy this ambiance, in turn hurting our businesses on Campus Corner. Again, it will cost the city of Norman sales tax.

D. Loss of opportunity: do we in Norman really want one of our most precious areas to be turned into high-rise student housing? What is the benefit to the City? One better alternative might be that with increased parking capabilities, there would be a draw for more retail to the Corner. The retail on Campus Corner brings primarily OUT-OF-TOWN tax dollars to the City of Norman, while high density student housing would only decrease those tax dollars. The students are already a captive revenue source, while other shoppers have almost unlimited choices in where to shop. With even worse traffic and parking opportunies, those coveted shoppers will choose to go elsewhere.

As citizens of Norman, we are not against high density. It has its advantages if it's located properly: on major arterial streets in an area that has expansion, away from residential neighborhoods, etc. There are countless areas to choose from along Lindsey, Jenkins, Main Street, etc. But as long-time LOCAL business owners, we are the experts on retail on Campus Corner. We are at our businesses daily, we interact with our customers, we know who our customers are and why they come to the Corner. Allowing any high density housing near Campus Corner will hurt our businesses drastically, in some cases driving us out of business or away from the Corner. We are adamantly opposed to high density development in the Campus Corner area.

Sincerely,

Carey Alexander - The Melting Pot
Board Member CCMA

February 17, 2013

Mayor and City Council
Norman, Oklahoma

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ON 2-20-13

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Sincerely,

Barbara Fite, Board Member
CCMA
Antique Garden
323 W. Boyd

Keith Allen, Past Board Member
CCMA
Brothers
563 Buchanan

Tobin Vick
Buchanan Bicycles
561 Buchanan

February 17, 2013

Mayor and City Council
Norman, Oklahoma

FILED IN THE OFFICE
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ON 2-2013

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Sincerely,

PAST PRES CCMA

Heer Wong - The Apothem 784 Asp Ave

, Cafe Plaid 333 W. Boyd

, 405 imports 588 Buchanan

February 17, 2013

Mayor and City Council
Norman, Oklahoma

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Dennis Fite
Antique Garden
323 W. Boyd

Louie's Campus Corner
301 W. Boyd St.